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Infrastructure priorities on the menu at Civic Leaders Dinner

MHCA sponsors Winnipeg Chamber of Commerce premier event with city government



Photo: Shutterstock

The heavy construction industry's priorities will be highlighted when the mayor, councilors and senior city managers dine with the business community this fall, at the Winnipeg Chamber of Commerce's first Civic Leaders Dinner.

The MHCA is the title sponsor of the dinner November 16, at The Fairmont. Some 200 diners are expected at the event, the latest addition to marquee political-business networking dinners that sell out quickly.

"The MHCA will have a chance to speak at the dinner, to highlight the priorities of the industry, especially as it relates to the plan the City of Winnipeg has to address its infrastructure investment deficit," said MHCA President Chris Lorenc. "We need to find a way to put our budget planning on a stable foundation, to be able to forecast accurately the investments into future years to get to sustainable levels."

Lorenc said most immediately, this means finding new sources of dependable revenue for municipalities, to halt the cap-in-hand routine that sees them going to Broadway for adequate shares of tax revenue every year at budget time.

"Municipalities only get 8 cents of every tax dollar collected. That is simply not enough, given they are responsible for some 60% of infrastructure assets."

As title sponsor, the MHCA will have seats at the tables of the mayor, key councilors and civic department heads, will have the opportunity to deliver an address to the dinner and see its materials promoted in advertising and at the tables.

The Winnipeg Free Press carried an [article](#) about the dinner recently. For tickets, please contact the Winnipeg Chamber at www.winnipeg-chamber.com/civic-leaders-dinner.

75 in 2018

The MHCA is turning 75 in 2018 and we're telling our story. The heavy construction industry has helped build this province, its economy and foundational infrastructure: roads, highways, bridges, and water/sewer. As part of the commemoration, which will include celebratory features throughout 2018, we are asking for your memories, your photos or any archived materials that can help tell this tale in displays at our marquee events next year.

Do you have something to share? Please email Katie Pfeiffer at katherine@mhca.mb.ca

Thank you,



Greg Orbanski
Chair, MHCA



Chris Lorenc
President, MHCA



Upcoming MHCA Meetings

MHCA Executive Committee
MHCA Office
September 6 - 12:00-4:00 PM

MHCA Board of Directors
MHCA Office
September 13 - 12:00-4:00 PM

SAFE Roads
MHCA Office
September 21 - 12:00-1:30

Rental Rates Committee
MHCA Office
October 6 - 12:00-2:30

MHCA Executive Committee
MHCA Office
October 25 - 12:00-4:00 PM

Rental Rates Committee
MHCA Office
November 3 - 12:00-2:30 PM

MHCA Board of Directors
RBC Convention Centre
November 17 - 10:00-12:00 Noon

MHCA Executive Committee
MHCA Office
November 21 - 12:00-4:00 PM

Rental Rates Committee
MHCA Office
December 1 - 12:00-2:30

MHCA Executive Committee
MHCA Office
January 17, 2018 - 12:00-4:00 PM

MHCA Board of Directors
Location TBD
January 24, 2018 - 12:00-4:00 PM

A better bridge for Arlington

City of Winnipeg

For more than 100 years the Arlington Bridge has been an unmistakeable part of Winnipeg's skyline. Officially opened on February 5, 1912, the bridge was built to connect two important neighbourhoods separated by the CP Rail Yards – and it's still an important link for families across the city.

Today the bridge is nearing the end of its useable life and must be replaced. The City of Winnipeg (City) has been working with technical experts and the public to design a new bridge, which includes three different phases:

- Functional Design (complete June 2016)
- Preliminary Design (currently in progress)
- Construction (timing and funding to be determined)

The Functional Design was a study to choose a location for a crossing of the CPR Yards between McPhillips Street and Salter Street. Since the existing bridge is situated at the widest portion of the CPR Yards and the bridge needs to be replaced, the study was conducted to confirm what location was best to have a crossing. The study concluded it was best to replace the Arlington Street Bridge in its current location. The study also defined functional items for the replacement such as number of lanes, accommodation of cyclists and pedestrians, etc.

The preliminary design seeks to build on the work done in the functional design but challenge the outcomes to ensure the City is proceeding in the best and most efficient way. A preliminary design is required to identify and address all major issues, determine the scope of work, and produce more accurate cost estimates so the project can proceed to detailed design and construction.

As part of designing the new bridge, the City has created a Project Advisory Committee (PAC) to hear ideas and concerns from community and business groups; area schools and health care providers; housing and active transportation advocates; and citizens like you.

The PAC and the public have provided, and will continue to provide, helpful input throughout each part of the process.

The functional design phase is now complete

Regular PAC meetings were held throughout the functional design phase with two community workshops, the first including a tour, held in December 2014 and March 2015. Public open houses were held in September 2015 and March 2016. Online and telephone surveys were also used to gather public input.

A functional design report was produced in June 2016 using input from technical experts, the Project Advisory Committee and the public. The report set out the vision and goals for the project and made recommendations about the bridge placement and design.

Vision:

A safe, convenient and well situated crossing(s) that connects the north and south communities and supports social interaction, healthy lives, economic stability and growth and well managed traffic flow, with accessible and connected transportation options for all ages and abilities.

Goals:

- To be technically sound
- To be environmentally responsible
- To be cost effective
- To reflect needs of the local community as well as the city in general
- To be generally understood and accepted by most of those affected

The functional design report reaffirms what we heard from the public – that the bridge at Arlington is a vital link that needs to be maintained. The report recommended that the bridge be designed with an additional lane to improve traffic flow and dedicated bike lanes and that, if possible, it be built alongside the existing bridge in order to minimize the time the bridge would need to be closed for construction.

For more detailed information, please visit <http://winnipeg.ca/PublicWorks/construction/projects/arlingtonBridge.stm>



**Canadian
Construction
Association**

CCA pre-budget brief targets infrastructure and gas tax funding

Stephen Bauld, Daily Commercial News, August 18

A pre-budget submission from the Canadian Construction Association to the federal government highlights the need to improve national infrastructure investment programs and to ensure the gas tax fund, at \$2 billion annually now, keeps pace with inflation and population growth.

The CCA's comments on the need to change the way infrastructure funds are now managed echo some of the findings of a Senate committee review earlier this year. Both the CCA and the Senate committee say that there are too many departments managing elements of infrastructure funding programs, making application, approval and analysis confusing and difficult. The CCA says this is especially true for municipalities, and it calls for a "single-window" application process.

"During the 2016-2017 fiscal year, for example, Infrastructure Canada was managing fifteen infrastructure programs. Furthermore, in Budget 2016, the concept of infrastructure was expanded to include green and social infrastructure and provided funding to 30 programs managed by nine federal organizations and the Federation of Canadian Municipalities (FCM)," the CCA's executive summary of its 2018 pre-budget submission says.

"Furthermore, some projects can be eligible for several different funds and municipalities sometimes need to be in contact with multiple different organizations for specific aspects of federal infrastructure funding."

Infrastructure Canada should create one portal to access infrastructure funding. As well, the CCA says, it should consolidate similar infrastructure programs, further simplifying the application process.

The Gas Tax Fund, while beneficial to municipal infrastructure priorities, should be reviewed to ensure the inflationary increases scheduled keep pace with rising costs, the submission recommends. The apportioning of revenues to municipalities is on a per capita basis, but that only gets adjusted from census data -- every five years. There should be a mechanism to adjust for population growth between census years, the CCA says.

Other elements the CCA believes could benefit the industry, and therefore the economy, is to improve training of workers to meet what is expected to be a skilled labour shortage, through improved apprenticeship tax credits and allowing Employment Insurance recipients to take an advance on their benefits to search for jobs outside their local labour market.

The CCA is asking Parliament to consider, as well, accelerating the rate of depreciation permitted on mobile construction assets, more in line with the speed at which the U.S. tax system allows for depreciation. The CCA says this will allow for greater capital investment, leading to increased productivity.

LAWSON
CONSULTING & SURVEYING





More eggs in this basket

Peter G Hall, Vice President and Chief Economist

Stock markets are up. Commodity prices are up – at least from last year's lows. The bond market has even staged a recent rally. This movement has only continued a near decade-long pivot to financial instruments – whether as a safe haven, or a relatively higher-yielding prospect. At the same time, the pivot was away from more physical business investment – buildings of all types and the equipment that goes in them – which has been extraordinarily low for an extraordinarily long period. Clearly, the actual or perceived returns on the latter have not been nearly as attractive. Are businesses once again starting to put their financial eggs back into this basket?

If they are, it's hard to emphasize enough just how significant that is. As mentioned in a Commentary earlier this year, there is a long list of reasons why business investment in physical assets has been so suppressed in the post-recession period. Perhaps the most critical at this point is inertia. We've been in this state for so long that for many, it's normal – it's all they've ever seen in their professional lives. To the more experienced, it's certainly not what they used to see, but it has been around so long, it must be an unfortunate new reality. If both groups, together with the analytical and policy-making worlds, agree on this, then business behavior is in danger of adjusting activities in a way that self-fulfil the paradigm.

This may be the case, but there's one key problem for business: capacity. A ramp-up in economic growth has put increasing pressure on spare capacity in key industries in a number of countries, compromising the ability of many enterprises to meet rising near-term orders. Conditions are far from an out-of-control state, but this may not last. Buyers – the ones that source all of the inputs for the production process – are collectively saying that the world is in for much higher manufacturing activity levels in the coming six months, a fact that has only gained momentum in recent weeks. This is the kind of thing that normally increases pressure on decision-makers to expand capacity. Are they taking the hint?

It seems so. In the US, as of the second quarter, year-to-year growth in investment in non-residential structures is up 7.7 per cent in inflation-adjusted terms. Investment in equipment is up more modestly at just 3 per cent. However, net of the flagging outlays for transportation equipment, spending is up 7.4 per cent for information processing equipment and 6.7 per cent for industrial equipment. These are not record growth rates, but are well ahead of overall GDP growth, and are some of the highest levels of growth seen in the lengthy period following the post-recession outpouring of public stimulus.

Is the US alone? Hardly – the same trends can be seen in larger European countries. Germany is boasting strong trend growth in equipment investment that has taken it to a near-record level. Non-residential construction is even more impressive, up 4.8 per cent over last year's levels. Total investment by both financial and non-financial companies in France is growing impressively and setting new records levels. In contrast, British investment seems to be on pause, likely influenced by the Brexit issue.

This general trend is in line with the current sequencing of global growth. Others have yet to catch up. With capacity not yet tightening in Japan, investment movement is more tepid; it may take more time for Japan to get in the game. Investment growth in China's manufacturing sector has been slowing since 2011, but since mid-2016 has started to pick up again. It is far from double-digit levels, as excess capacity is still an issue, but ongoing global growth will help to increase demand further in the near-term period.

Canada's investment numbers were spoiled by the mid-2014 commodity price plunge. More recently, a surge in machinery and equipment outlays gives hope that that's now behind us. Budding capacity constraints strongly suggest that new investment in certain key sectors is not far off.

The bottom line? We've seen nascent, mini-revivals in business investment in plant and equipment before, only to see a pull-back. This time, it looks like decision-makers are shifting the eggs into this basket more comfortably, and if current economic trends persist, there will be a whole lot more eggs coming soon



WORKSAFELEY™ on-site: the right training, at the right place

WORKSAFELEY™ Back to You with Don Hurst

Key for us at WORKSAFELEY™ is to respond to the changing needs of our industry. Training is an area in which WORKSAFELEY™ continually adapts to meet individual company needs.

Our training topics vary from safety, leadership and human resources, NCSO-specific training, reciprocity – what you need to know to work in other jurisdictions -- and in-field skills assessment and heavy equipment operator training.

Our member companies have asked for more customized training, so WORKSAFELEY™ now delivers in-house training at your workplace. In-house training offers more cost-effective and company-specific training, onsite.

WORKSAFELEY™ can deliver many types of courses focused specifically on your company's requirements and our advisors can offer practical suggestions based on observations of your workplace.

For information on how WORKSAFELEY™ can more effectively meet the needs of your company's training requirements, please contact your advisor or Kristen Ranson at 204-947-1379.

KNOW YOUR WORKSAFELEY™ TEAM

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To contact your WORKSAFELEY™ advisor assigned to your area, please see mhca.mb.ca/worksafely/know-your-advisor

SAFETY TALK



Manual material handling

Manual material handling is a leading cause of sprains, strains and other injuries in the heavy construction industry.

What's the danger?

Hazards include:

- Ground instability
- Twisting your back when shoveling or digging
- Lifting heavy loads with a shovel
- Stretching to reach the material you are shoveling
- Bending while shoveling or digging for long periods

How to protect yourself

These safe work practices will help protect you:

- Stand with your feet apart and one in front of the other, facing the direction you will throw the shoveled load
- Allow your whole body to help, instead of just your arms and back
- Always try to skim the top – do not pick up more than 10 pounds at one time
- Avoid stretching and reaching
- Select the right tool for the job – pay attention to blade type, handle length and grip of shovel

Print and review this talk with your staff, sign off and file for COR™ / SECOR audit purposes.

Date: _____

Performed by: _____

Concerns:

Employee Name:

Supervisor: _____

Location: _____

Corrective Actions:

Employee Signature:

Training Schedule

WINNIPEG - MHCA Office
3-1680 Ellice Ave.

September 2017

- 12 Flagperson 1/2 day AM
- 12 Committee/Representative training 1/2 day PM
- 14-15 Traffic Control Coordinator
- 18-19 COR™ Leadership in Safety Excellence**
- 20 COR™ Principles of Health & Safety Management**
- 21-22 COR™ Auditor**
- 25 Excavating and Trenching 1/2 day AM
- 25 COR™ Auditor Refresher (no charge) 1/2 day PM**
- 27 Train the Trainer

October 2017

- 12 Flagperson 1/2 day AM
- 12 Committee/Representative training 1/2 day PM
- 13 Excavation and Trenching 1/2 day AM
- 13 Transportation of Dangerous Goods 1/2 day PM
- 16-17 COR™ Leadership in Safety Excellence**
- 18 COR™ Principles of Health & Safety Management**
- 19-20 COR™ Auditor**
- 24-25 Traffic Control Coordinator

November 2017

- 2 Winter Roads Safety 1/2 day AM
- 2 Environmental Awareness 1/2 day PM
- 7 Flagperson 1/2 day AM
- 7 Safety Committee/Representative 1/2 day PM
- 8 Excavating and Trenching 1/2 day AM
- 8 Auditor Refresher (no charge) 1/2 day PM
- 9 Train the Trainer
- 13-14 Traffic Control Coordinator
- 20-21 COR™ Leadership in Safety Excellence**
- 22 COR™ Principles of Health & Safety Management**
- 23-24 COR™ Auditor**

December 2017

- 4 Flagperson 1/2 day AM
- 4 Safety Committee/Representative 1/2 day PM
- 7-8 Traffic Control Coordinator
- 11-12 COR™ Leadership in Safety Excellence**
- 13 COR™ Principles of Health & Safety Management**
- 14-15 COR™ Auditor**

- ★ Leadership Certificate Program/Gold Seal
- ↗ e-COR™ training and information session

Construction Safety Excellence™